

# Crater Lake National Park

## Trail Management Plan / Environmental Assessment

Fall 2017

National Park Service  
U.S. Department of the Interior



# Alternatives Newsletter

The National Park Service (NPS) is developing a Trail Management Plan for Crater Lake National Park. We would like your feedback on our preliminary alternatives.

## Purpose of and Need for the Trail Management Plan

The purpose of the Trail Management Plan is to guide trail management, investment in trail infrastructure, and visitor use of the trail system for the next 25 years. The plan is needed to:

- improve and diversify recreation opportunities
- improve connectivity between features of interest
- reduce user-created trails
- eliminate unsustainable and underutilized routes
- protect park resources



## Comment Online!

The National Park Service will be soliciting comments on the preliminary alternatives on the Planning, Environment and Public Comment (PEPC) website.

<https://parkplanning.nps.gov/crla>

The comment period is open from October 27 – November 12. Thank you for your participation.



# Goals for the Crater Lake Trail System

## The Crater Lake trail system:

- is sustainable, meaning each trail lies lightly on the land, will last a long time, and needs little maintenance
- offers experiences for a diversity of visitors during all seasons
- does not have unnecessary duplication or redundancy
- provides opportunities for visitors to understand what makes the park significant
- protects park resources and limits impacts from trail use
- minimizes the potential for conflict among different user groups
- improves pedestrian circulation and offers alternatives to a vehicle-based visit
- is integrated with trail networks outside the park and is managed in collaboration with partners
- is within the park's personnel and budgetary resources



## Trail Classifications

### Trail Class 1: Minimally Developed



### Trail Class 3: Developed



### Trail Class 5: Fully Developed



## Draft Alternatives

### Alternative One

This alternative would involve minimal expansion of the trail system. Non-motorized connectivity would be improved between Mazama Campground and Rim Village. There would be little duplication in trail experiences and minimal new supporting infrastructure, such as parking areas and trailheads. Existing infrastructure and areas of disturbance would be used where practicable.

#### The following new summer trails would be opened:

- **Munson Valley Trail** – Open to hiking. Class 3.
- **The Munson Valley Spur** – This trail would connect the park headquarters area to Rim Village. It would follow the eastern leg of the old horse trail. Open to hiking. Class 3.
- **Grayback Trail** – This existing roadbed would be reclassified and maintained as a Class 3 trail, open to hiking, equestrians, dogs, and mountain biking. Trailhead signage and equestrian parking spaces would be added to existing parking lot near the Lost Creek Campground. Three equestrian campsites and a corral would be added to the Lost Creek Campground.
- **Mazama Campground Loop Trail** – ABA accessible (using firm, stable surface). Open to hiking, mountain biking, and dogs. Class 4.
- **Ponderosa Pine Trail** – Open to hiking. Class 3.
- **Raven Trail** – Open to hiking. Class 3.
- **Rim Road Trail** – This trail would follow a portion of the old Rim Road. Open to hiking. Class 3.

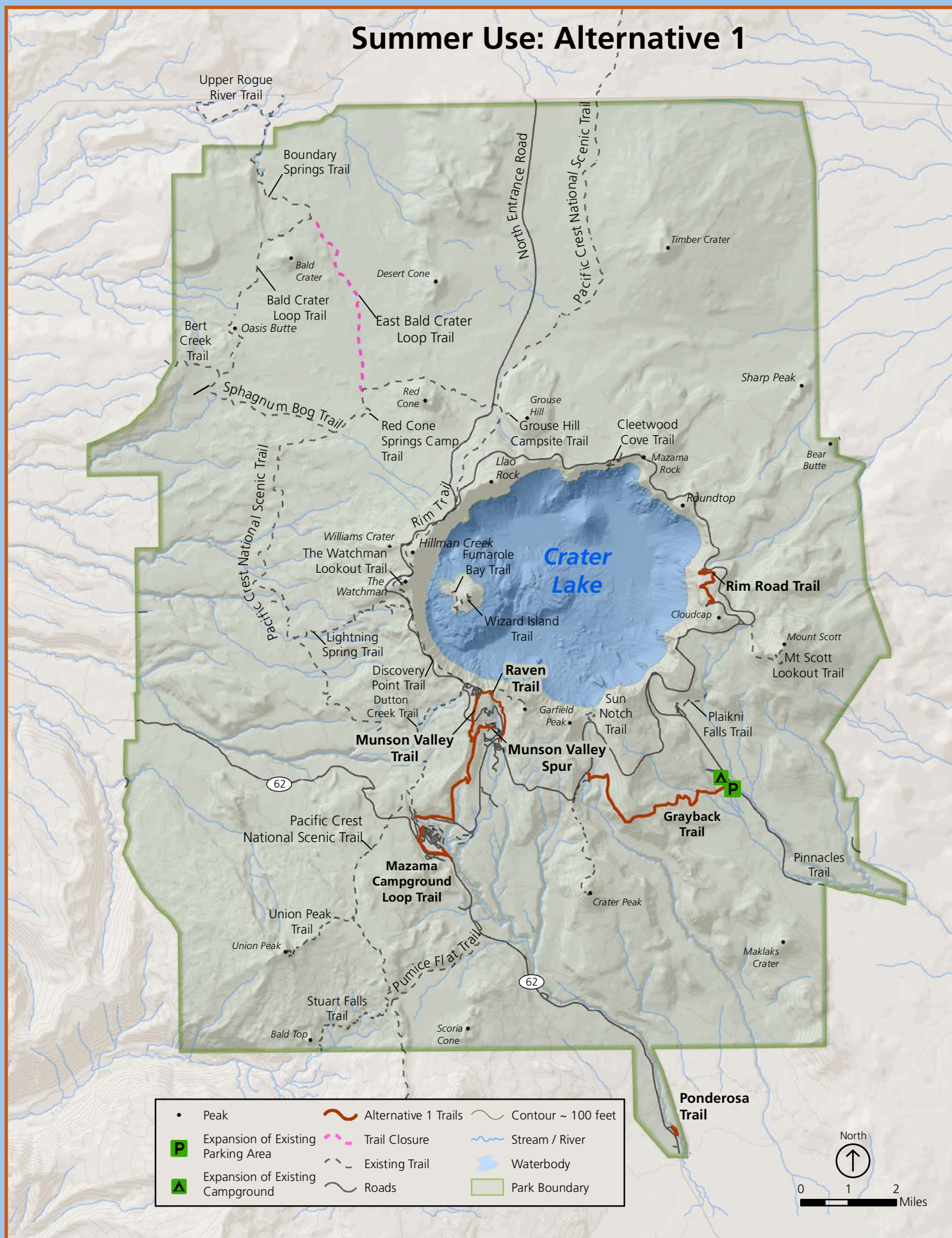
#### The following trails would be removed from the trail system:

- East Bald Crater Loop Trail





# Summer Use: Alternative 1





## Alternative Two

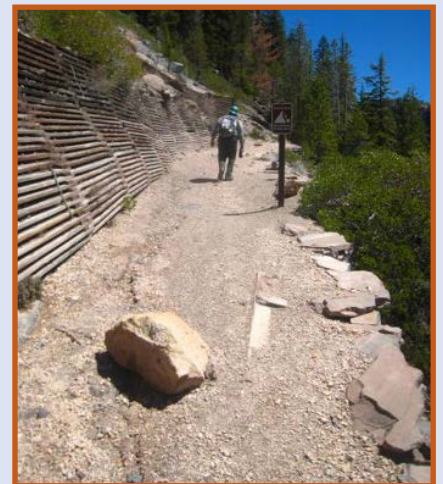
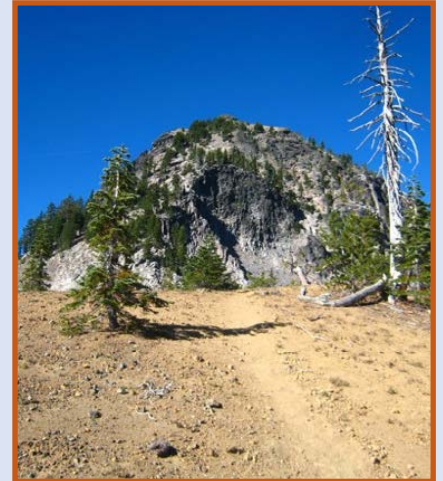
This alternative maximizes opportunities for recreation balanced with resource protection. New trails offer new visitor experiences in less-used areas of the park and improve connectivity in popular areas. These trails would provide a secondary benefit of dispersing visitor use across more areas of the park. Multi-use trails are included where the resources can support those uses. This alternative includes the development of a full Rim Trail around the lake to the greatest extent that topography and protection of fragile resources will allow.

### The following new summer trails would be opened:

- **Cascade Springs Trail** – Open to hiking. Class 3.
- **Complete Rim Trail** – Open to hiking. Class 3. Total length would be 30 miles, with 16 miles of new construction. On the accompanying map, alternate alignments for the Rim Trail are depicted with dashed red lines. Route evaluation is on-going. Overnight use by permit only—those hiking the entire trail would utilize four camps: Grouse Hill Camp, Palisades Camp (new), Lost Creek Campground, and Lightning Springs Camp. Up to 15 hikers would be allowed at each camp per night. The existing camps at Grouse Hill, Lightning Springs and Lost Creek would be expanded to accommodate additional users.
- **Mazama Rock Trail** – Open to hiking. Class 3.
- **Munson Valley Roadside Trail** – A new paved, multi-use trail would follow the road. Some shoulder expansion would be needed. Class 5. Open to hiking, bicycles, and dogs. Between Annie Springs and Godfrey Glen, two creek crossings would require new pedestrian bridges or modification of existing historic bridges.
- **Grayback Trail** – Reclassify and maintain as a Class 4 trail. Open to hiking, equestrians, mountain bikes, and dogs. Administrative vehicles would be allowed. Trailhead signage and equestrian parking spaces would be added to existing parking lot near the Lost Creek Campground. Three equestrian campsites and a corral would be added to the Lost Creek Campground.
- **Grotto Cove Overlook Trail** – ABA accessible. Open to hiking. Class 4. Boardwalk construction. Trail would formalize access / user-created trails at this location.
- **Panhandle Trail** – Open to hiking. Class 3. A pullout parking area (with capacity for up to 10 cars) and a trailhead would be established on the west side of Hwy 62.
- **Union Peak Trail to Stuart Falls Trail connector** – Open to hiking and equestrians. Class 3.
- **Maklaks Crater Loop** – Open to hiking and equestrians. Class 2. The existing parking area would be expanded to accommodate up to 20 vehicles. A vault toilet and picnic area would also be added near the parking area.
- **Castle Creek Canyon Overlook Trail** – Open to hiking. Class 3. A pullout parking area with capacity for up to 10 cars would be established on the north side of Hwy 62.

### Changes in use on existing trails:

- **Pumice Flat Trail and Union Peak Trail** – These hiker-only trails would be opened to equestrians. Slight design modifications would be made in rocky areas to accommodate equestrian use.





# Summer Use: Alternative 2

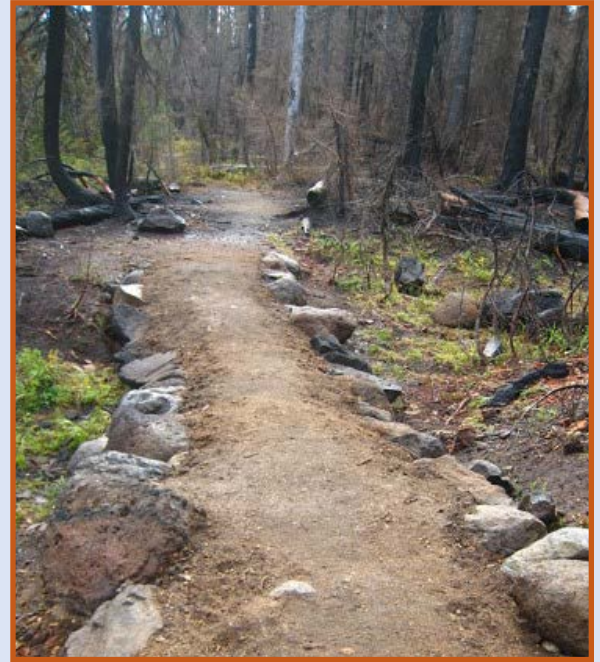




# Actions Common to All Action Alternatives

## New trail proposals:

- **New winter trails: 7 miles total**
  - **Lady of the Woods Trail** – This existing trail would be marked for winter use and be open to snowshoeing/hiking, skiing, and dogs. Ungroomed.
  - **Munson Valley Trail** – This new trail would be marked for winter use and open to snowshoeing, hiking, and skiing. Ungroomed.
  - **Mazama Campground Loop** – This new trail would be marked for winter use and open to skiers only. Ungroomed.
  - **North Entrance Road** – In winter, the existing North Entrance Road would be open to snowmobiles, skiing, hiking, dog-sledding, fat-tire bikes, and skijoring.
- **New summer trails: .5 miles total**
  - **Chevron Trail** – Would connect employee areas. For administrative use only. Open to hiking and dogs. Class 2.
  - **Grotto Cove Interpretive Trail** – ABA accessible. Open to hiking. Class 5. Construction would involve railings, a raised boardwalk, and an accessible turnaround to minimize impacts to vegetation in the area.



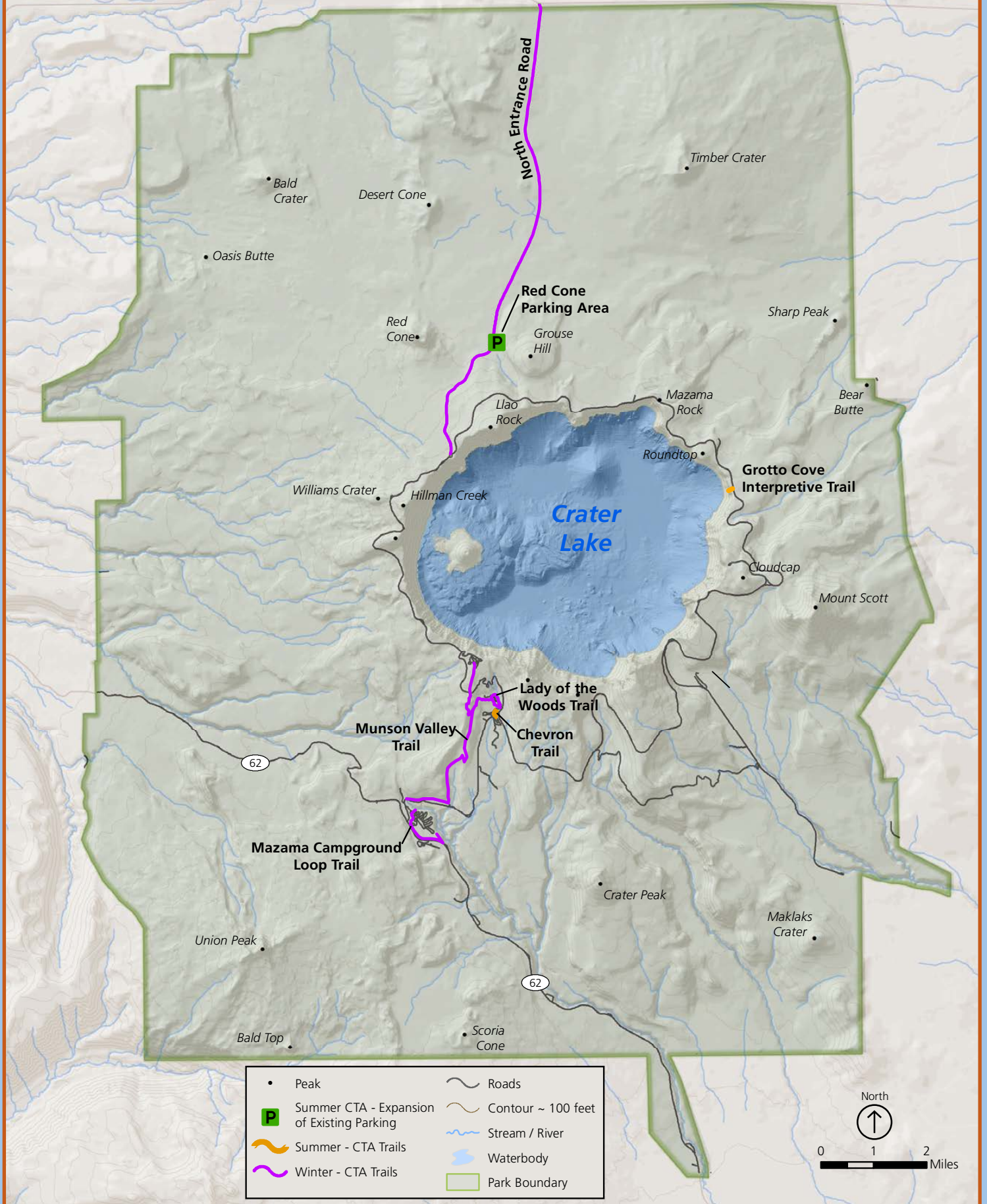
## Other Actions

- **Alignments for trails** – The new trail alignments shown on the maps are based on GIS analysis and limited field observations. Final alignments would be determined on the ground. Before construction activities begin, the final alignments would be reviewed by the park's natural and cultural resources experts to ensure impacts to sensitive resources are avoided or minimized. If sensitive resources are discovered during trail construction, construction would cease and the area would be surveyed in more detail so that impacts could be avoided or minimized and/or an alternate route established.
- **Accessible trails** – Trails labeled as ABA accessible would be constructed according to the standards outlined in Section 1017 of the Architectural Barriers Act Accessibility Standards.
- **Temporary trail closures** – The park would use temporary trail closures on a case-by-case basis to protect trail conditions, improve visitor safety, and reduce negative resource impacts.
- **Phased implementation** – New trail development would take place one trail at a time as funding and resources allow. The overall sequence of trail development and restoration projects would be determined after the completion of this planning effort. Over time, the implementation schedule may be modified based on funding, the availability of resources (equipment, trail crews, etc.), and whether user groups and organizations can partner/assist with trail development and maintenance efforts.
- **Red Cone Parking Area** – Up to 4 oversize vehicle parking spaces would be added to the lot at the Red Cone Trailhead.





# Summer and Winter Use: Common to All (CTA)



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## How To Comment

Crater Lake National Park is asking for public feedback on the alternatives. The comment period is open from October 27 – November 12. When commenting, please provide as much detail as possible to assist us with documenting your thoughts. After reviewing public comments and environmental impacts, the planning team may modify the current alternatives.

Please submit your comments at the NPS Planning, Environment, and Public Comment (PEPC) website <https://parkplanning.nps.gov/crla>. Once on the website, select “Trail Management Plan” and then “Open for Comment” to provide your thoughts. Comments may also be submitted in writing to:

**Crater Lake National Park**  
**Attention: Planning Team, Trail Management Plan**  
**P.O. Box 7**  
**Crater Lake, Oregon 97604**

When responding, please consider the questions below:

- Are there specific trails that you would like to see implemented? Why?
- Are there specific trails that you have concerns about? Why?



### Planning Schedule

The table below lists major planning steps and when each event is expected to occur.

WE ARE HERE	MILESTONE	COMPLETION DATE
	Review public comments on preliminary alternatives	November 2017
	Develop a preferred alternative	December 2017
	Trail Plan / Environmental Assessment released for public review	Summer - Fall 2018
	Decision document signed	Winter 2019

Thank you for your interest in the Crater Lake National Park Trail Management Plan!